

## **MEETING MINUTES**

**STATE PROJECT NO.:** 126-170

**DATE OF MEETING:** October 29, 2014  
(7:15 PM-8:30 PM)

**LOCATION OF MEETING:** Shelton City Hall, 154 Hill Street, Shelton, CT  
Council Chambers Conference Room

**SUBJECT OF MEETING:** Commodore Hull Rehabilitation Project 126-170  
Public Informational Meeting

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**In Attendance from CTDOT and the Consultant:**

<u>Name</u>	<u>Organization</u>	<u>Phone</u>
Alireza Jamalipour	ConnDOT Bridge Liaison	860-594-3221
Robert Brown	ConnDOT Bridge Liaison	860-594-3207
Tim Fields	ConnDOT Bridge Liaison	860-594-3217
Mike Egan	AECOM	860-263-5823
Noel Pagan	AECOM	860-263-5795

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(For additional attendees, see attached list.)

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Attendees were provided a handout that included “General Project Information”.

The Public Information Meeting was scheduled by CTDOT to update the residents on the status of the project. The following significant items and resolutions were discussed:

A. Mr. Robert Brown, CTDOT Supervising Engineer Bridge Liaison provided the project history and introduced the presentation team:

1. Michael Egan, AECOM, Formal Presentation

B. The following is a summary of the presentation:

1. Michael Egan provided a detailed formal presentation of the rehabilitation of the Commodore Hull Bridge Project, Route 8 over the Housatonic River. Mr. Egan provided the following information (also contained in the “General Project Information” handout):
  - a) **PURPOSE AND DESCRIPTION:** The project involves the rehabilitation of Bridge No. 00571A, which includes steel repairs; localized painting; substructure repair; upgrade of the lower inspection catwalk; and general repairs to the fencing, railing, drainage, and navigation system.
  - b) The purpose of this project is to extend the useful life of the bridge.

- c) Bridge Number 00571A was rehabilitated in 2011 under CTDOT Project No. 126-167. This project consisted of constructing new deck joints, milling and overlay of the wearing surface and steel repairs. Also, included were pier cap strengthening and repairs to Ramp Bridges 00571B and 00571C.
- d) The rehabilitation of the bridge includes the following:
- e) The longitudinal joint in Span 6 will be replaced with a Silicone Expansion Joint System.
- f) The Fixed and expansion bearings with areas of rust and delimitation will be cleaned and painted.
- g) The ends of steel plate girders, ends of floor beams, ends of stringers, and ends of trusses below existing joints (including the steel bents at piers 8 and 11) will be painted.
- h) The existing substructure concrete piers will have spall areas patched and cracks repaired.
- i) The drainage system shall include repair of weep holes and broken pipe, and the unclogging/cleaning of the bridge scuppers.
- j) Steel members with excessive section loss and existing steel rocker bearings will be repaired.
- k) Damaged railing and fencing will be repaired.
- l) The existing damaged portions of the catwalk will be repaired and brought to conformance with OSHA requirements.
- m) 6'-0" high chain link security fence with a curved top will be installed to prevent access to the lower catwalk at Pier No. 11.
- n) The existing damaged navigational light system and any associated conductors, transformers, conduits or junction boxes will be repaired and the Navigational Lights will be replaced.
- o) The facilities adjacent to the bridge which include the Skateboard Park, Shelton Riverwalk, Veterans Memorial Park and various residential homes along Hull Street in Shelton, and The boat launch and parking facility and the Derby Greenway in Derby. The construction activities in portions of the structure that are near these facilities was indicated and described, along with the impact to the facility.
- p) MAINTENANCE AND PROTECTION OF TRAFFIC (MPT) DURING CONSTRUCTION: Bridge No. 00571A & associated ramps will remain open to traffic during construction of this project. There may be limited shutdowns during off peak hours.
- q) ESTIMATED CONSTRUCTION COST: Approximately \$ 9 million
- r) PROJECT FUNDING (CONSTRUCTION): State and Federal Funds, 20% State Funds, 80% Federal Funds.
- s) CONSTRUCTION SCHEDULE: Construction is anticipated to begin in spring 2016. Anticipated Construction completion is fall 2017.

C. Mr. Robert Brown opened the floor to questions and the following is a summary of key public comments and questions discussed (the questions are in italics followed by CTDOT's responses):

1. *The public facilities in both Derby and Shelton are frequently the sites of public gatherings for events such as fireworks displays celebrating the 4<sup>th</sup> of July, road races using the Shelton Riverwalk and events on Veterans Memorial Park. Would construction activities impact these events?*

CTDOT noted that prior to finalizing the construction documents they and the designer, AECOM, would obtain a listing of such events from the Cities. The proposed rehabilitation work near these areas will be assessed to determine if they potentially impact any planned events which utilize these facilities. Maintaining the use of these facilities throughout the construction phase of this project is a priority.

2. *Is the deterioration of the bridge since the reconstruction project accessive or predictable and what could have been done during the 1990 project to have better addressed these problems?*

CTDOT noted that the age and the type of details that make up this structure, built-up trusses and bracing, are more susceptible to the corrosion that this bridge is experiencing and the resulting deterioration.

3. *Will the bridge get a "Good" rating upon completion of the project?*

CTDOT noted that the bridge ratings will be improved such that the bridge will no longer be termed as "Deficient". Work required to raise all elements to "Good" would need to include painting of the entire structure which would add a minimum of \$30 million dollars to the project costs.

4. *Will any of the work impact traffic on the Bridge?*

CTDOT noted that the fencing repair would require at least shoulder closures with possible lane closures during the work. Also for painting operations in the truss spans the Contractor may choose to locate his equipment/blasting equipment on the bridge. These will affect traffic but can be limited to off-peak hours. This will be addressed in the final construction documents in the Maintenance and Protection of Traffic Specifications.

5. *This project construction phase will also overlap the construction work planned on the Naugatuck Project Bridge Will that cause any issues?*

CTDOT noted with the limited effect to traffic on the bridge for the proposed rehabilitation work there will be little or no impacts due to the two projects in

construction at the same time. Also, contract documents require the Contractor to coordinate work with adjacent projects.

6. *Will there be a winter shutdown for this project?*

CTDOT noted that a winter shutdown will most likely be included into the contract but the Contractor, due to the nature of much of the work will not be negatively impacted by cold weather, and they could be allowed to work through such a shutdown provided they address any weather related impacts to the construction operations.

7. *It was noted that the navigational lights are being replaced, but most of the river at this location beyond the channel is very shallow. Note that the channel is under Span 9 between the western bank of the River and Pier No. 9. Would that permit the use of barges to limit the impact to travel lanes on the bridge?*

CTDOT noted that this will be looked at during the permitting process. The permitting process to allow the use of such barges is usually lengthy. The benefits of obtaining such permits will need to be assessed verses the impact to traffic during construction operations. This will be reviewed and discussed further as the design proceeds.

8. *What are weep holes and what do they do was asked.*

CTDOT stated that weep holes are the plastic pvc pipes that drain the water in the bituminous concrete overlay. Given that the overlay is porous the water that gets trapped here is prevented from entering the concrete bridge deck by the waterproof membrane but this water still needs to be drained. These weep holes in this project will be re-directed to drain salt laden water away from the bridge steel below .

9. *Has the salt treatment now being used by CTDOT cause increased corrosion of the structural steel on bridges?*

CTDOT indicated that there seems to be a correlation; but, the benefits to the traveling public and maintaining a safe roadway in the winter, outweigh the potential adverse effects that the newer salts have on the bridge structures.

10. *Is this bridge similar to the bridge that failed in Greenwich? (A pin and Hanger Bridge)*

CTDOT noted that the Commodore Hull Bridge is not a pin and hanger bridge like the Mianus River Bridge that failed in Greenwich, CT and that all pin and hanger bridges in Connecticut have long since been rehabilitated by various methods addressing that issue.

11. *Will the Contractor jump around or complete one area at a time?*

We do not dictate means and methods but certain areas of the structure that may impact public facilities can be looked at and limits can be indicated in the construction documents that can address these concerns.

*12. Has the CTDOT looked into a southbound on-ramp in Shelton?*

CTDOT noted that this is beyond the scope of this project but that is a comment that can be forwarded to the Department's planning section for future consideration.

*13. What will this bridge be like in 15 years? What will the rehabilitation work required then?*

CTDOT stated that the rehabilitation work to be performed in 15 years on this bridge can't be fully determined now but would likely include full painting of the structure.

*14. Are the paints that the Department uses better now?*

CTDOT discussed the system that the CTDOT presently uses and its benefits. The Department also uses weathering steel where possible.

*15. It was noted that this bridge is an important bridge to the entire region, given the limited bridges that span the Housatonic River.*

CTDOT indicated that the recent rehabilitation projects and this proposed project show that CTDOT knows of this bridge's importance and will address the bridge's deficiencies as discussed in the presentation.

D. Mr. Timothy Fields, Principal Engineer Bridge Liaison closed the meeting and thanked AECOM for their presentation and the public for their attendance and insightful questions at the meeting.

We believe these minutes accurately reflect what transpired at this meeting. Unless notified in writing to the contrary within ten (10) days after receipt, we will assume that all in attendance concur with the accuracy of this transcript.

**Submitted By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Michael Egan, P.E.**  
Project Manager, AECOM

**Reviewed By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Alireza Jamalipour, P.E.**  
Project Engineer, CTDOT CE Design

**Approved By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Robert Brown, P.E.**  
Project Manager, CTDOT CE Design

cc: Attendees  
Project File